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Hongkong, 8th June, 1905. [118]

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Hongkong, 18th November, 1901. [47]

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[63]

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[1334]
Hongkong, 20th September, 1906.

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Hongkong, 1st August, 1906. [133]

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Hongkong, 1st April, 1904. [798-1]

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Sasahara Teitoku, Yoshinotani, Yohio, Yunkohara, and other Coals.
S. MINAMI, Manager, Hongkong
[112]

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Hongkong, 28th September, 1906.

DR. M. H. CHAUN,

**THE LATEST METHOD OF THE AMERICAN
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37, DES VEXE ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [1674]

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Hongkong, 21st September, 1905 [1739]

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[140]
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Hongkong, 24th July, 1905. [1459]

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
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[1421]
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MACAO HOTEL.
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In the Centre of the Praya Grande.
Both Hotels under experienced European
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Every Comfort and Convenience for Resident
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[1662]
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3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.,
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SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
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5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... 9.45 to
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SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vexes
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [79]

On the Kowloon side the police are busy moving and burying bodies while the Tung Wah Hospital launches are still finding work in the harbour, picking up others.

Up to yesterday afternoon the number of persons reported missing, the number of bodies recovered and the number of boats lost were as under:—

Bodies recovered	...	...	...	1330
Reported missing	...	...	...	1319
Boats lost	...	...	...	2785

The *Kutshan* was floated yesterday. The *Kutshan* has been shored up and so confident are these engaged on her that she will be refloated that opportunity is being taken to paint her bottom. The No. 5 police launch has also been restored to the water.

A new lighter of 300 tons, the property of the P. and O. has made an opportune appearance in port.

ANOTHER TYPHOON.

The black cone and drum indicating a typhoon to the South East of the Colony and within a distance of 300 miles was hoisted at the various Government flag staffs at 2 p.m. yesterday. The gun was fired at five o'clock and large crowds assembled on the Praya, but there was nothing for them to see.

THE TYPHOON RELIEF COMMITTEE.

A meeting of the Typhoon Relief Committee was yesterday afternoon held at the office of Sir Paul Chater and was largely attended.

The Sub-Committee appointed to deal with cases requiring immediate relief reported that they were dealing through the Tung Wah Hospital with immediate cases of distress and it was agreed that this measure of relief should be continued and extended throughout the British Territory.

At the suggestion of H. E. the Governor the Assistant Superintendent of Police and Assistant Land Officer at Tai Po were appointed a sub-committee to deal with such cases as arise in the districts north of Kowloon Hill and to report any further desirable measure of relief which were brought to their notice.

The Sub-Committee reported that they have gone very fully into the question of the assistance to be rendered to the junk and cargo boat population and recommended as the best method of procedure that a certain sum proportionate to the value of boats damaged or lost should be advanced under security for the carrying out of the purposes of the advance.

A large number of losses of registered boats have already been reported to the Harbour Master and Registrar General.

The Hon. Treasurer reported that subscriptions from foreigners to date amounted about \$50,000, and his list was not yet complete. The Tung Wah Hospital reported about \$79,000 of which some \$25,000 had been received from outside the Colony and they hope to further increase this sum.

The amount already collected while large even when doubled by the Government will still fall far short of the amount estimated being required to relieve distress and pressing needs of those who have suffered through the Colony by the recent storm.

A DUAL ROYAL BIRTHDAY.

To celebrate the anniversary of the birthday of Their Faithful Majesties the King and Queen of Portugal, Senhor Conselheiro Romano, the Consul General for Portugal and Commandador J. J. Leiria, the Vice Consul, held an "At Home" at their residence "Duarte" yesterday from 11 to 1 o'clock, which was largely attended, thus testifying to respect and esteem enjoyed by the worthy Vice Consul and his popular vice-consul in the Colony. Among those who called to pay their respects to Senhores Romano and Leiria were Capt. Coleman, representing H. E. the Governor, Capt. Muller on behalf of Commanders Williams, Sir Francis Pigott, Henry Berkeley, Mr. Arathoon Seth, whole of the Consular Corps, Bro. Sylvester, director of the St. Joseph's College, representatives of the Press, and many of the principal Portuguese residents. Senhor Conselheiro Romano despatched congratulatory telegrams to Conde Arnoso, Private Secretary to the King and to H. E. Senhor Montenegro, the Governor of Macao. During the day notified the Portuguese flag flying from flagstaff at the Club Lusitano, and in evening the facade of that institution illuminated in honour of the occasion.

ANOTHER OPIUM DECREE.

THROW "DEEPLY INDIGNANT," BUT WILL TO WAIT TEN YEARS.

On September 20th the following edict issued at Peking:—

"The opium problem has spread throughout country until it is almost over all China. The who become addicted to the habit are known have wasted their time, neglected their duties, ruined their constitutions and even squandered their property, because of it. For the seven tens of years since this condition of the China has become poorer and poorer every and it makes us deeply indignant to speak this matter. As the Throns is now determined to cause reform, it becomes incumbent upon to exhort our people to stop the pernicious habit, pluck out this cancer which is eating deep of our bodies and strive for an era of physical health and harmony. We, therefore, hereby decree that a limit of ten years be given for the people to entirely get rid of the baneful opium smoking, and we hereby further command the Council of State Affairs (Cheungwuchang) consider measures about the future strict prohibition of the habit and the planting of poppy plant throughout the Empire, and report the same to us for approval."

It is reported that the Shanghai Ice Co. Storage and Refrigeration Company, Ltd., has secured the sole right of erecting and working machinery made by the Occidental Vacuum Company of San Francisco. By this process an entirely new one, they claim to produce in one hour at a cost very considerably less than by any system yet invented.

HONGKONG LEGISLATIVE COUNCIL.

The discussion on the Supply Bill was opened by the Hon. Mr. E. A. Hawley, followed by the Hon. Mr. Gresson, and continued by the Hon. Mr. Ho Kai-I.

Hon. Mr. Ho Kai-I—I do not propose to add to the remarks of my hon. colleagues as they have fully covered the whole extent of the ground. There is only one point to which I wish to refer. I was very sorry indeed to hear from my hon. friend on the right that there is no hope of the Chamber of Commerce coming to the aid of the Government on that most important question, the speedy erection of a typhoon shelter. The reason advanced by my hon. friend was that it was acknowledged to be the principle all over the world that dues should not be levied on shipping for the purposes of general revenue. Now, this typhoon refuge is not being erected for the purposes of general revenue. It is a special kind of work which the recent disaster has emphasised as being most necessary, and I think, notwithstanding the refusal of the Chamber of Commerce to aid the Government, that the Government should at once devise means for the erection of this refuge. It seems to me, taking the recent calamity into account and the fact that the warning was given half an hour or an hour beforehand, although it might have been given earlier by the Observatory, it would not, under the present circumstances, have saved many of the boating people from disaster; because considering the long stages of water many of them had to cover, the chances are that few would have reached the refuge. It would be much better in future if a couple of hours' notice were given to them to allow them time to proceed safely to the refuge, and then a refuge of similar size to that at Causeway Bay should be erected in the Western district near Kennedytown close to the recent place where they are now in the habit of landing. In that case if only short notices were given to the boating people, they would have time to reach the refuge nearest them; that is to say, those harbour boats at Kennedytown would not have to make a long journey to the east, and perhaps be overtaken by the storm. Then, also, it would be easier for those boats working in the middle of the harbour to cut across to Shamshui or Monkottai and obtain shelter, provided there were harbours there. I feel strongly on this point, and hope the Government will, either by means of a loan or otherwise, undertake the work at once. It will give confidence to the boating population, and will be very much appreciated by the whole of the Chinese community, especially the boating population. I urge the necessity of this work not only on the grounds of expediency, but on the grounds of humanity. I am sure Your Excellency will, after the experience of the last ten days, give the attention to this question it deserves.

The Director of Public Works—Sir, in the course of remarks made by my hon. friend opposite he touched upon a few points which concerned public works. One matter he referred to was the concrete at Blake Pier, which he described as being something like a pond. I cannot think, Sir, the condition of the surfacing is quite so bad as he represents it to be. He must be perfectly well aware that where ground has been reclaimed from the sea as that has been during the past few years there must be a settlement and for the sake of a settlement of an inch or so in certain parts of it, it would seem rather extravagant to go and reconcrete that surface simply to get rid of a few small pools. He also made a proposal that the Government should consider the advisability of having two sets of building regulations. It is perhaps worthy of some consideration, but if you can make a set of regulations for Chinese exclusively, and another set for European buildings exclusively you will probably omit other blocks of buildings. There are several that would require a third set of regulations to deal with them. In the matter of roads, my hon. friend characterised them as a disgrace. I would ask him if he had ever traversed the streets of London in the wet, and been splattered with mud from top to toe. Personally I consider the roads of this Colony are, generally speaking, in very good condition. He referred also to the condition in which the portion adjoining the tramline is maintained. I admit that for some part of the time in the early days of the tramway there were good grounds for complaint, but I think that more recently the condition of the portion alongside the tramway track has been maintained in better condition and I hope that the fact, called forth by the remarks in this chamber, will act as an incentive to the manager of the Tramway Company to make greater efforts to maintain the condition of the road for which he is responsible. My hon. friend on the left remarked that no reduction had been shown in the estimates for public works, though the work to be carried out by the Department is shown to be somewhat less than this year. With regard to that he has perhaps overlooked the fact that under current estimate the estimate is increased \$23,000 in next year's estimates. In Public Works Extraordinary the estimates show a decrease which, speaking from memory, is something over a quarter of a million. Of that amount \$150,000 is due to the resumption of insanitary properties. The matter does not call for any great amount of engineering work as regards the great expenditure of money. I would also point out, Sir, that there are many questions affecting public works which must be considered in connection with the construction of railway, for which no expenditure appears in the public works' estimates. I would also point out to my hon. friend that during recent years it has been necessary for the Government to

call in a great deal of outside assistance to enable large works in progress to be carried out. The Kowloon Water Works were carried out under the supervision of Messrs. Denison, Ram and Gibbs, who have also been engaged as architects for the new Post Office, and the designs of the Law Courts have been prepared by a firm in England. Several other works of a minor character were also carried out under the supervision of outside foremen. It is hoped, Sir, that it may be possible to dispense with a great amount of outside assistance in the future; but, of course, it will be necessary, if that is to be done, and if works which hon. members have spoken of request should be undertaken on the basis of a loan, it will be necessary still further to increase the personnel of the Public Works Department.

Hon. Mr. Wei Yuk—I wish to say a few words in support of my colleague's address. I hope the Government will give serious consideration to the question of speeding up the erection of a typhoon refuge. I think Chang-shan or Mongkokkai are the only safe places for the erection of such a shelter. The CAPTAIN SUPERINTENDENT OF POLICE—A word, Sir, as to the remarks which fell from the hon. member on my left regarding the police. There is a very great difference between Hongkong and Shanghai in the matter of police. Here we have to maintain a water police, which is a very expensive item. He put the cost at \$37,252; even so he was woefully astray, as the cost is \$90,000 a year, a sum of \$58,000 under personal emoluments and of \$32,000 under other charges. The hon. member's remarks about the Shanghai police refer to the cost of the force in 1905. Unfortunately, I have gone into that very little, but I have paid more attention to the estimates for this year, and I find that they reckon this year to maintain 1,000 police, call it 1,100—121 Europeans, 221 Indians, 600 Chinese regular police, and apparently 14 European and 43 Chinese detectives. The budget cost of that is \$11,440, which turned into \$12,000, between \$58,000 and \$70,000. Putting it at \$50,000 you won't be very far wrong. Our budget for the police next year is \$54,816; call it \$54,000. From that we must, in comparing the cost of our police with Shanghai, cut out altogether the cost of the water police for which they have no equivalent. Take \$90,000 from \$54,000, leaving \$44,000, the cost of our land police. With that we maintain 785 men—114 Europeans, 316 Indians, and 351 Chinese, so that they have, roughly speaking, 315 more men than we have, and the cost to Shanghai is \$102,000 more to maintain. Roughly they maintain three-eighths more men than we do at an extra cost of about two-thirds. There is no doubt that our police cost more per head than theirs do, but not so much as the hon. member on my left makes out. The reason for this is apparent on the face of it. Their force is largely made up of Chinese, who are very much cheaper than Europeans and Indians. They have 121 Europeans while we have about 131. It is very necessary we should have plenty of Euro sams here because of the large number of stations we have of the large number of the Colony. Shanghai scattered all over the Colony. Shanghai is more or less a compact place, very flat and with excellent roads, so that it is possible to concentrate the whole force in about twenty minutes in the most remote part of the settlement. We have as many as 35 stations scattered all over the place, and at nearly every one it is necessary that we should have a European in a car, and so it comes about we must have plenty of Europeans. The same remarks apply to the numerous stations in the New Territory, and the different villages, we must keep plenty of Indians, the rest being made up of Chinese. The only way we could save money would be to engage more Chinese in place of Indians. We might save a little money in that way because Chinese are cheaper than Indians, but I am not in favour of it. I don't think it would be a good policy to adopt, and I do not myself see how we can expect to cut down any expenditure on the police.

His EXCELLENCY—I will deal in the first instance with the remarks made by the hon. Dr. Ho Kai-I and the hon. Mr. Wei Yuk. I shall endeavour to start the typhoon shelter in the coming year (applause). I believe it is absolutely necessary. It will take some time to select a site and to consider a satisfactory structure. In the meantime I will consider how the necessary expenditure can be best met. Still in spite of what has fallen from the hon. Mr. Gresson with reference to the loan—he said it was inexplicable that I should be averse to a loan. I thought I had explained my reasons at some length at the meeting on the 13th instant. It is not necessary to repeat what I then said but I will meet one of the arguments that is commonly used in favour of a loan. People say—"Why should we pay for what will benefit coming generations?" I do not think that is a fair way to put it. We think that is a fair way to put it. We should pay for what will benefit the next generation in the same way as the past generation paid for the benefits which the present generation enjoy (Applause). I remember having been told that when the Tiam waterworks were under construction, it was considered not only that that was the final word which had to be said on the subject of the water supply, but also that the works were far in excess of probable future requirements. I have been told they were called Price's white elephants. Since these works at the Tiam byewash were completed, 26,000,000 gallons were added to our supply, and now we have nearly completed the first section of the Tiam Tak reservoir, which gives another 198,000,000 gallons. We know that these are insufficient, and we are going to start a new reservoir of 1,200,000,000 gallons. I am per-

fectly satisfied that that in itself will fail to supply the needs of the Colony, and not the next generation, but the one after it will have to consider fresh water supply schemes. This has been a progressive Colony, and we hope it will continue to be so. So long as it is progressive, no works that we can put up could be considered to meet future requirements of the place, and no works should therefore be paid for from loan. From this, of course, I except such works as the railway new under construction. If the typhoon shelter is not to be met by a loan, and I think I have the majority of the Council with me, that it should not be so met, the question whether additional taxation should be met by assessed taxes or out of light dues will have to be considered. I hardly think the hon. member who represents the Chamber of Commerce can be allowed to have the last word on that subject. He stated that the Colony depended entirely on its shipping. I know that is the usual way of putting the case, but is it really the correct way? Does not the Colony depend as much on its trade as its shipping? Would the shipping exist without its trade? I think not. The shipping makes its profits—and I imagine they are large ones—from the Colony, and it is not clear why those profits, as well as the profits on trade, should not be taxed. At any rate, that is not a matter I need settle at the present moment. Turning now from the question of the typhoon shelter and the manner in which the expenditure required for that shelter should be met to the general statistics presented by the hon. member at the foot of the table, I confess I find it a little difficult to grasp the general principle at which he was aiming, but if I understood it right, he looks upon the proportion of the cost of administration to the general expenditures as excessive. With that I can hardly agree. Supposing that I was paying the P. and O. \$125,000 we paid them as an annual subsidy \$150,000, and cut off \$25,000 from personnel by reducing the number of posts and the frequency in the delivery of letters, according to the hon. member's method of reckoning, the Post Office would be more efficient. I can hardly think he means that, but I can hardly see to what other conclusion his remarks lead. As regards the special case into which he went at some point, that of the police and the jail, I am very loth to get the hon. member who represents the Chamber of Commerce to back him up, as that member from his experience on the Shanghai Municipal Council would have certainly added great weight to the suggestion that our police were expensive compared with the police of Shanghai (applause). This question, as the Captain Superintendent of Police points out, depends very largely on the proportion of the different nationalities which constitute the population. This matter I considered some years ago and a half ago when I had a long discussion with regard to it with Mr. May, who had large experience with the Police Department. I came to the conclusion, after hearing all he had to say, that our present proportion is a good one. Reverting for the moment to the general question raised by the hon. member at the foot of the table, who stated that 39 per cent of our expenditure is under personal emoluments, it will be interesting to learn that following the same division Singapore's estimate for 1906 showed 29.7 per cent of the expenditure on personal emoluments; the actual expenditure in Mauritius in 1903/04 was 27.83; in Trinidad in 1904/05 30 per cent, and Malta 1904/05 34.7, so that if our proportion is a bad one, at any rate it does not differ very largely from those of other colonies. The hon. member, in the course of his remarks made a violent attack on the Sanitary Department, but as he himself stated, the administration of that department was under consideration by a competent commission, so that it would be out of place for us to go into the matter to-day. Turning now to the remarks of the hon. member representing the Chamber of Commerce, he referred to the fairly policy of piling up public works, treating it as if we were now postponing public works in a manner hitherto not done. Far from that being the case, we have in the last few years been carrying out public works at a greater rate than in any previous time in the history of the Colony. Of course we have been spending more money but not only that, we have been spending a greater proportion of our revenue for many years past. In the year 1898 we spent 13.77 per cent of our expenditure on public works; in 1897 16.04; in 1898 18.21; in 1899 13.41; in 1900 21.54; in 1901 19.96; in 1902 30.22; in 1903 25.38; in 1904 33.40; and then this last year I think it was about 34.00 per cent. That shows we have been spending a far greater proportion of our revenue on public works in the last few years than in the years preceding. I look upon it as a healthy sign that we are spending about one-third of our revenue on public works, and I hope we shall not fall far below that proportion. I disagree with the hon. member that this Colony was justified in issuing \$40,000,000 of subsidiary coins. If they had been subsidiary coins the issue might have been justified, but really they were becoming the main coinage of the Colony, a coinage of which the face value was far below the actual value. If we had issued subsidiary coins of the same proportion of silver as the dollar, we should have been justified, also if we had made a reserve. I do not think we were justified in issuing an indefinite amount of subsidiary coins, which the value was far below the face value. On the minor points referred to by the hon. member there is little for me to say. As I stated in my remarks on the 13th, we are cutting very few trees in the coming year. What my fear is, is that we shall presently find large areas of dead trees, and it would mean vacant spaces for many years. However,

this matter will be carefully considered by the department responsible for it. Another minor point referred to was the expenditure of \$2,400 in payment to the police for supervising the work of the shroffs in the villages in the New Territory. Owing to the lack of supervision last year we had defalcations amounting to \$4,000. These shroffs have to work in various villages in the New Territory where there is no one to supervise them unless the police are appointed for that purpose. I am inclined to think that \$2,400 will be a very reasonable insurance to pay against the loss we should incur through a few dishonest shroffs. Not only is there that consideration but I remember the case which led to this provision in the New Territory. The villagers were largely swindled, and that is even more to be avoided than the Government's (applause). There remains the question referred to by the hon. member with regard to exchange compensation to civil servants. Since the meeting of the 13th instant I have received from the Secretary of State the following reply to the despatch addressed to him on the 13th July:—

"Downing Street,
24th August, 1906.

Sir, I have carefully considered your observations, and I regret that I am unable to satisfy myself that measures of relief are necessary or justifiable at the present time. In the matter of remittances to this country the Government servants in question are no longer affected by the rate of exchange, and a reduction in the dollar value of imported articles must presumably be only a matter of time if exchange continues to rise high. Moreover I would remind you of the statement in your Despatch No. 72 of the 29th March that "house rent is the chief, if not the only, expense of living which is not lower in this Colony than in most others, where customs duties are levied and where wages are higher. I am bound to add that in my opinion the scale of pay of Government servants in Hongkong compares favourably with that obtaining in most other parts of the Empire."

I would observe, with reference to the suggestion made in your Despatch under reply, that sterling salaries were introduced in order to get rid of the system of making payments in dollars at fictitious rates of exchange, and even if I were convinced of the necessity of taking steps in the direction which you advocate, I could not agree to any arrangements whereby that system would be revived."

(Sd) ELGIN.

Governor,
Sir Matthew Nathan, K.C.M.G.

etc., etc., etc.

Continuing, His EXCELLENCY said—My suggestion was that which the hon. member himself put forward—a sliding scale between 1/8 and 2/3 dollar. I am not disposed to meet the suggestion made by the hon. member that a committee should be appointed to go into the question of civil servants' salaries. Certainly I should not have appointed such a committee on official one as its members would naturally hesitate to make any suggestions which would involve increases to their emoluments. I will however put hon. members' remarks before the hon. Secretary of State.

The motion that the Bill be read a second time was agreed to.

The COLONIAL SECRETARY moved that the Bill be referred to the Finance Committee.

The COLONIAL TREASURER seconded and this was agreed to.

OPIMUM ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled an Ordinance to amend the Prepared Opium Ordinance. He said—The principal object in introducing this ordinance is to include morphine and compound opium within the scope of the present law with regard to the sale of this drug. The magistrates have given decisions within the apparently bring these drugs within the scope meaning of the word opium and within the scope of the law in force, but there are doubts whether these decisions would be upheld if questioned. It is obviously advisable to put beyond all doubt the question whether morphine and compounds of opium do or do not come within the scope of the opium law. The Opium Farmer—privileges afforded to the Opium Farmer—Another object of the Bill is to establish warehouse for opium and compounds of opium introduced into the Colony. At one time the authorities required the Opium Farmer to provide a bonded warehouse. He did not do so and pressure was put upon him to make him do so. Ultimately we came to the conclusion that a warehouse should be provided by the Government and that the Opium Farmer should be permitted to establish one also if he desired to do so. His establishment would of course be under Government rules and regulations. The principle of the Bill shortly is to bring the provisions of the law with respect to arrest, search, seizure and disposal of morphine and compounds of opium into operation.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council went into committee, and considered the Bill clause by clause. On the Council resuming.

His EXCELLENCY reported that the Bill had passed through committee with one amendment.

The question of port revenues at Swatow threatens to become a source of perpetual friction between the authorities and the merchants, and to involve the native magistrates with the foreigner. The heavy addition to the assessment on the port has never been raised in such proportion as to justify hopes that the whole will be gathered before the year's end. In that the rapacity of the Viceroy seems to have over-reached itself. Now the merchants have abandoned hope of raising the money, and the authorities are preparing to institute a Likin Bureau there.

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HONGKONG CRICKET LEAGUE.

The annual meeting of the Hongkong Cricket League was held at the Colonial Secretary's office last night. Mr. T. Sercombe Smith (president) was in the chair, and there were also present Messrs. A. E. Asger (secretary), H. T. Jackson, representing the Civil Service Cricket Club, Inspector Withers, representing the Police, S. Lightfoot, representing Kowloon, A. O. Brawn, representing Craigengower and J. Hutton, representing the Army Staff.

The SECRETARY read the notice convening the meeting, after which

The PRESIDENT said—Gentlemen, this meeting has been convened in accordance with rule 16 of the rules of the Hongkong Cricket League which requires that the annual meeting shall be held in September every year when the report and balance sheet for the past season shall be presented. You have the report and balance sheet before you, and I propose that they be adopted. I have no remarks to make upon them, neither have I any remarks to make upon the past season, nor anything to say about the coming season. The league seems to have been very well conducted, and was ably represented by the hon. secretary and treasurer, Mr. Asger.

Mr. WITHERS seconded the motion, which was carried unanimously.

Mr. ASGER proposed the re-election of Mr. Sercombe Smith as president of the League.

Mr. JACKMAN seconded, and the motion was agreed to.

The PRESIDENT proposed and Mr. BROWN seconded the re-election of Mr. Braidwood as vice president. Carried.

The PRESIDENT moved the re-election of Mr. Asger as hon. secretary and treasurer. No recommendation was required from the speaker.

Mr. HUTTON seconded and the motion was agreed to.

Members then agreed that application for admission to the League this year should be limited to Saturday, 6th October, inclusive.

That rule 6 be amended by the following addition:—"Nor until lists of members of each club to the League shall have been sent to the hon. secretary. That when new members join their names shall in like manner be sent in to the hon. secretary."

Mr. BROWN pointed out that last season one of the clubs did not begin its league programme until December. He thought this was to be much deprecated because in the first place it took away the weekly records; in the second it gave the club an advantage of getting the members together to practice; and in the third it caused a block at the close of the season when there was a difficulty in finishing the programme. He proposed that the committee be instructed to arrange that every club must begin its league programme not later than November 1st.

Mr. LIGHTFOOT seconded the motion, and pointed out that the reason the Kowloon club did not start their league matches earlier last season was because they had no ground.

The motion was carried.

It was agreed that the committee should arrange a day for the annual match between the League and the Hongkong Club.

A vote of thanks to the president concluded the meeting.

KOWLOON CRICKET CLUB.

The annual meeting of this club was held at the Seaman's Institute, Kowloon, on Thursday evening. Dr. Swan presided, and there were present Messrs. H. E. Goldsmith (secretary), W. Curwin (treasurer), P. W. Gold-

ring, W. Martin, S. Lightfoot, W. L. Weaver, J. E. Ellis, Logan, Stenson, Richardson, Hall, Sibbit, M'Keazie, Lapsley, Captain Morris, and others. The report having been adopted, the election of the committee was proceeded with, the appointments being Dr. Swan, Messrs. H. E. Goldsmith, P. W. Goldring, and Richardson.

Mr. Falconer was elected chairman for the ensuing year, Mr. Lightfoot captain, Mr. Logan treasurer, and Mr. Ding Choo, secretary.

LATEST STEAMER MOVEMENTS.

The M.M. K. Tawo left Saigon yesterday morning as previously informed and is due here on Monday at daylight.

The E. & A. ste. Empire, from Sydney, &c., left Manila this morning for this port, and is due here on Sunday morning.

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POLICE COURT.

Friday, September 29th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

THREE FRENCH SAILORS.

Three bluejackets of the French warship D'Entrecasteaux were charged with behaving in a riotous and disorderly manner at Wanchai on Thursday night. The second and third defendants were further charged with resisting the police.

All the men were found guilty, and each was fined \$5.

RETURNING FROM BANISHMENT.

Two natives were sentenced to twelve months' imprisonment and six hours' stocks for returning from banishment.

One of the defendants informed His Worship that he had calculated the time of his enforced absence according to Chinese reckoning. As he returned six weeks too soon, however, he was found guilty.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

RICHIA COOLIES IN TROUBLE.

H. Harrop, of Messrs. A. S. Watson and Co., charged a richia coolie with refusing to complete his journey. Complaint engaged a richia at the Ferry Wharf and proceeded to his residence at Garden Road, where he told the coolie to wait while he went inside. When he came outside again both coolie and richia had gone.

Defendant was fined \$15 or a month, and in lieu of one day of the said sentence, six hours' stocks.

Another richia puller, who refused to accept a hire at Tsimshatsoi was fined \$1, the alternative being fourteen days' imprisonment.

SHIPPING.

ARRIVALS.

BUTTERFIELD, French str., 29th, Le Bail, 28th Sept.—Singapore 21st Sept., Rice, Chinese.
 BRUNNEN, German str., 4,103, Hildebrandt, 25th Sept.—Hamburg and Singapore 22nd Sept., General.—Hamburg-Amerika Linie.
 CANTON MARU, Japanese str., 3,191, J. Nagao, 28th Sept.—Shanghai 25th Sept., General.—Nippon Yusen Kaisha.
 KINTUCK, British str., 2,995, B. C. Lewis, 28th Sept.—Shanghai 25th Sept., General.—Butterfield & Swire.
 KUKICHOW, British steamer, 28th Sept., from Canton.
 LONDON, German str., 1,020, G. Schultzen, 28th Sept.—Singapore 16th Sept., Rice.—Butterfield & Swire.
 PROGRESS, German str., 647, H. Pahren, 28th Sept.—Kwangchow via Macao 22nd Sept., General.—Siemens & Co.
 SUSHU MARU, Japanese str., 1,805, T. Suruga, 28th Sept.—Shanghai via Fookchow, Amoy and Swatow 20th Sept., Oil and General.—Osaka Shosen Kaisha.
 YUENKANG, British str., 1,125, F. Monney, 28th Sept.—Mauritius 24th September, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 Sept. 28th.
 Colombo Maru, Japanese str., for Singapore.
 Kintuck, British str., for Singapore.
 Kintuck, British str., for Shanghai.
 Liberia, German str., for Singapore.
 Nile, British str., for Shanghai.
 Sept. 29th.
 CHEONGSHING, British str., for Canton.
 E. RICKMEERS, German str., for Canton.
 HAICHING, British str., for Canton.
 HANGKANG, British str., for Canton.
 KAIKONG, British str., for Canton.
 KANTING, British steamer, for Canton.
 LIANGKONG, British str., for Shanghai.
 SOCHOKA, British str., for London.
 THURSTON, Dutch str., for Macassar.
 VERONA, German str., for Shanghai.

SHIPPING REPORTS.

The German str. *Loosk* reports: Up to the Paracels Islands moderate to S.W. winds and sea; from there fresh N.E. wind with moderate sea and swell.
 The British str. *Yuenkang* reports: Light easterly wind, moderate S.W. swell and fine to moderate sea, and fresh N.E. wind, rough sea and cloudy to port. Toward a lighter across from Manila.

VESSELS IN DOCK.

ARRIVED DOCK.—Quinta, *Sigat*.
 KOWLOON DOCK.—Changsha, *Sorogun*, *Vigilante*, *Ch. Harcourt*, *Prinz Waldemar*, *Johnnie*, *Fri. Franck*, *H.M.S. Flora*.
 COSMO POLAR DOCK.—*Radnorshire*, *Strathmore*.

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 Captain St. John George, will be despatched for the above Ports TO-DAY, 29th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
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 Hongkong, 8th September, 1906. [1690]
 FOR SINGAPORE, PENANG AND CALCUTTA.

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 Captain J. G. Spencer, will be despatched for the above Ports TO-DAY, the 29th inst., at 3 P.M., instead of as previously advertised.
 For Freight, apply to DAVID NASSOON & CO., LTD., Agents.
 Hongkong, 20th September, 1906. [1750]
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"TOURANE."
 Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, 1st Oct.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 25th September, 1906. [1750]
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 Hongkong, 22nd August, 1906. [1166]

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Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 9th Oct.
MARSEILLES, &c., via PORTS OF CALL	SALAZAR	French str.	...	...	MESSAGERIES MARITIMES	On 2nd Oct., at 1 P.M.
BREMEN, via PORTS OF CALL	ENIGMA	Brit. str.	...	...	MELCHERS & CO.	On 10th Oct., at Noon.
HAVRE, ROTTERDAM & LIVERPOOL	ENIGMA	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	To-morrow.
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE, ANTWERP & HAMBURG	SENIGAMBIA	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 16th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SPYTHIA	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 30th Nov.
COPENHAGEN, SCANDINAVIAN, &c., Baltic Ports	NICOBAR	Dan. str.	...	...	MELCHERS & CO.	About End of Oct.
NAPLES, HAVRE & HAMBURG	HAMBURG	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 2nd Nov.
GENOA, MARSEILLES & LIVERPOOL	CAIUS	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 20th Oct.
ODessa	BALTICA	Ger. str.	...	...	MELCHERS & CO.	About 5th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	ERZOLD	Brit. str.	...	...	BUTTERFIELD & SWIRE	About 9th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SOUTH AMERICA	Am. str.	...	...	SHEWAN, TOMES & CO.	On 18th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 3rd Oct., at Noon.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	EXPRESS OF CHINA	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 25th Oct., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NINGCHOW	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	To-day.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	LYRA	Am. str.	...	G. V. Williams	DODWELL & CO., LTD.	On 2nd Oct.
AUSTRALIAN PORTS VIA TIMOR	KASATO MARU	Jap. str.	...	...	TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	ACUTALIAN	Brit. str.	1 m.	St. John George	GIBB, LIVINGSTON & CO.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHAMBERMA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 5th Oct.
NAGASAKI, YOKOHAMA & KOBÉ	SANDAKAY	Ger. str.	...	...	BUTTERFIELD & SWIRE	On 18th Oct., at Noon.
YOKOHAMA, KOBÉ, MOJI & YOKOHAMA	DAPHNE	Ger. str.	...	...	HAMBURG-AMERIKA LINIE	Beginning of Oct.
YOKOHAMA, KOBÉ, MOJI & YOKOHAMA	NILE	Brit. str.	...	E. P. Martin, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
YOKOHAMA, KOBÉ, MOJI & YOKOHAMA	SIAM	Dan. str.	...	...	MELCHERS & CO.	About 10th Oct.
YOKOHAMA, KOBÉ, MOJI & YOKOHAMA	TUSCARORA	Brit. str.	...	...	SHEWAN, TOMES & CO.	About 10th Oct.
JAPAN VIA SHANGHAI	TUWANG	Dut. str.	1 m.	Jurmanse	JAVA-CHINA-JAPAN LINES	Quick despatch.
TSINGTAO, CHEFOO & NEWCHOW	KASHING	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	On 4th Oct.
TIENSIN	CHONGSHING	Brit. str.	1 m.	...	JARDINE, MATHESON & CO.	On 2nd Oct., at 4 P.M.
SHANGHAI	KWANGHONG	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 12th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	KWANGHONG	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, KOBÉ & YOKOHAMA	HAMBURG	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI, KOBÉ & YOKOHAMA	SOSHU MARU	Jap. str.	...	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, KOBÉ & YOKOHAMA	YOCROW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 1st Oct.
SHANGHAI, KOBÉ & YOKOHAMA	HANGKANG	Brit. str.	...	Spencer Wilde	JARDINE, MATHESON & CO.	On 1st Oct., at 4 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	TOURANE	French str.	...	Lancelotti	MESSAGERIES MARITIMES	About 1st Oct.
SHANGHAI, KOBÉ & YOKOHAMA	BRISGAVIA	Ger. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 2nd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	SIAM	Brit. str.	...	F. R. Summers	P. & O. S. N. Co.	About 3rd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	KOWLOON	Ger. str.	...	C. Scler	SHEWAN, TOMES & CO.	On 10th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	PRINCESS ALICE	Ger. str.	...	...	MELCHERS & CO.	On 3rd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	CHONGCHOW	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	On 3rd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	SUNGKONG	Brit. str.	1 m.	S. Tagami	OSAKA SHOSHEN KAISHA	On 1st Oct., Daylight.
TAMPOUN VIA SWATOW & AMOY	MASAN MARU	Jap. str.	...	J. A. Merlin	OSAKA SHOSHEN KAISHA	On 3rd Oct., at 10 A.M.
AMOI VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	...	H. A. Haralson	OSAKA SHOSHEN KAISHA	On 2nd Oct., at 10 A.M.
SWATOW, AMOY & FOOCHOW	FRITHOF	Ger. str.	...	R. Rodger	DOUGLAS LAFRAIK & CO.	On 3rd Oct., at Noon.
SWATOW, AMOY & FOOCHOW	YUENKANG	Brit. str.	2 h.	F. Monney	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA	ZAFIRO	Brit. str.	...	A. W. Outbridge	JARDINE, MATHESON & CO.	On 1st Oct., at 4 P.M.
MANILA	YUENKANG	Brit. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 2nd Oct.
MANILA	TAKING	Brit. str.	...	J. G. Spence	SHEWAN, TOMES & CO.	On 6th Oct., at Noon.
MANILA	RUH	Brit. str.	...	Bradley	DAVID SASSOON & CO., LTD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	...	...	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	...	...	...	...

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 29th Sept., 5 P.M.
RUBI	2540	R. Almond	Manila.	On 6th Oct., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 25th September, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SOUTH AMERICA"	On 16th October.
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For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [19]

HAMBURG-AMERIKA LINIE.

HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	HABSBURG	29th Sept.
SHANGHAI, KOBÉ & YOKOHAMA	BRISGAVIA	2nd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBÉ & YOKOHAMA	SITHONIA	14th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	C. FERD. LAEISZ	28th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	ANDALUSIA	13th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	AMBRIA	27th Nov.

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and IALIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
HAVRE, BREMEN and HAMBURG	SUEVIA	On 10th Oct.
HAVRE, ANTWERP and HAMBURG	SENEGAMBIA	On 16th Oct.
NAPLES, HAVRE and HAMBURG	HABSBURG	On 2nd Nov.
HAVRE and HAMBURG	BRISGAVIA	On 16th Nov.
HAVRE and HAMBURG	SITHONIA	On 30th Nov.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewards on board. Laundry on board.

COAST SERVICE.

DESTINATION	TO SAIL
DAPHNE ... NAGASAKI & YOKOHAMA	Beginning of Oct. Freight & Passengers.
KOWLOON ... SHANGHAI & CHINKIANG	4th Oct. Freight & Passengers.
LYDIA ... SHANGHAI & CHINKIANG	To Follow. Freight & Passengers.

* Taking Cargo at Through Rates to Tientsin and CHEUNGLOO.
 For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
 For Steamers of the Coast Service Marked to
SIEMSEN & CO.
 HONGKONG OFFICE. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 2nd October.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS.
 Hongkong, 4th August, 1906. [17]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA, KOBÉ, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODessa	"BALTICA"	On or about 5th Nov.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS	"NICOBAR"	On or about End of Oct.

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS. [1357]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Sept., 3 P.M.
MANILA	"YUENKANG"	Monday, 1st Oct., 4 P.M.
SHANGHAI	"HANGSANG"	Monday, 1st Oct., 4 P.M.
TIENSIN	"CHONGSHING"	Tuesday, 2nd Oct., 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 25th September, 1906. [18]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"SALAZAR."
 Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo. Cargo also looked for principal places in Europe.

Next sailings will be as follows:
 S.S. "OCEANIAN" ... 16th Oct.
 S.S. "TOURANE" ... 30th Oct.
 S.S. "TONKIN" ... 13th Nov.
 S.S. "ARMAUD BEHIC" ... 27th Nov.
 S.S. "ERNEST SIMONS" ... 11th Dec.
 G. DE CHAMPEAUX, Agent.

Hongkong, 19th September, 1906. [12]
 THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA."
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON on SATURDAY, the 6th October, at Noon, taking passengers and cargo for the above Ports. Silk and Valuable, all cargo for France, and Tea and General Cargo for London will be conveyed direct to Marseilles and London. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th September, 1906. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1906.
 "ERROLL" ... 9th Oct.
 For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 29th July, 1906. [787]

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE & SAN FRANCISCO.

THE Steamship

"TUSCARORA."
 will be despatched for the above Ports on or about the 10th October.
 For Freight and further particulars apply to SHEWAN, TOMES & CO., Agents.
 Hongkong, 28th September, 1906. [1794]

報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.
FROM GLASGOW and LIVERPOOL... "DARDANUS" On 4th October.
GLASGOW and LIVERPOOL... "JASON" On 18th October.
GLASGOW and LIVERPOOL... "DEUCALION" On 17th October.

HOMEWARDS.

FROM LONDON, AMSTERDAM and
HAMBURG... "KINTUCK" On 30th September.
LONDON, AMSTERDAM and
HAMBURG... "MACHAON" On 14th October.
LONDON, AMSTERDAM and
HAMBURG... "CALCHAS" On 20th October.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM VICTORIA, SEATTLE, TACOMA, &
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE and YOKO-
HAMA... "NINGCHOW" On 29th September.
"ANTILLOCHUS" On 28th October.

WESTWARD.

FROM TACOMA, SEATTLE, VICTORIA
and PACIFIC COAST... "BELEMACHUS" On 2nd October.
"BELLEROPHON" On 3rd November.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. [9 10]

CHINA NAVIGATION CO. LIMITED.

FOR SHANGHAI, HANGHAI, MANILA,
TAIWAN, NINGPO, CHEFOO, NEWCHANG,
MANILA, ZAMBOANGA, PORT
DARWIN, THURSDAY ISLAND,
COOK TOWN, CAIRNS,
SYDNEY, MELBOURNE,
TIENTSIN... "KIUKIANG" On 30th September.
"YOHOW" On 1st October.
"TAMING" On 2nd October.
"CHANGCHOW" On 3rd October.
"SUNGKIANG" On 4th October.

"KWEICHOW" On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON PARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 29th September, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	TO	FROM	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, 3rd Oct.	27th Oct.	
"EMPERESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.	
"TARTAR"	4,425	WEDNESDAY, 31st Oct.	24th Nov.	
"EMPERESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.	
"ATHENIAN"	3,882	WEDNESDAY, 28th Nov.	22nd Dec.	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Dec.	7th Jan.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class... via St. Lawrence £60; via New York £82.
Intermediate on Steamers... £40; £42.
and 1st Class Railways... £240; £242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"MASAN MARU" S. TAGAMI	MONDAY, 1st Oct. at DAYLIGHT.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" T. SUGA	SUNDAY, 30th Sept. at 10 A.M.
ANPING VIA SWATOW AND AMOY	"AKASHI MARU" J. A. MESLIN	WEDNESDAY, 3rd Oct., at 10 A.M.
SWATOW, AMOY AND FOCHOW	"FRITHOF" H. A. HARALDSEN	TUESDAY, 2nd Oct. at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.
Taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th September, 1906.

T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, NILE MOJI and KOBE	"SIMLA" Capt. E. P. Martin, R.N.R.	10 A.M. 29th September	Freight and Passage.
SHANGHAI	"SIMLA" Capt. P. R. Summers	About 3rd October	Freight and Passage.
LONDON DIRECT VIA USUAL PORTS OF CALL	"OCEANA" Capt. W. Hayward, R.N.R.	Noon, 6th October	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th September, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
GNEISENAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HENRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PRINZ LUDWIG	WEDNESDAY 27th February

ON WEDNESDAY, the 10th day of OCTOBER, 1906, at Noon, the Steamship
"GNEISENAU," Captain Groch, with MALES, PASSENGERS, SPECIE and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 8th Oct. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 9th Oct., and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 9th Oct.
Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA and GIBRALTAR

return

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG

return

TO NEW YORK, VIA SUEZ

return

VIA NAPLES, GENOA or GIBRALTAR

return

VIA BREMEN OR SOUTHAMPTON

return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same RATES TO BE APPLIED AS VIA NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of the Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER

SANDAKAN

WILLEHAD

ON TUESDAY, the 16th OCTOBER, at Noon, the Steamship "SANDAKAN,"
Captain _____, with Males, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO MANILA

return

TO NEW GUINEA

return

TO SYDNEY

return

TO MELBOURNE

return

TO YOKOHAMA

return

TO KOBE

return

TO YOKOHAMA and back from KOBE

return

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND AMERICA

return

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINCESS ALICE" Wednesday, 10th Oct.

KOBE & YOKOHAMA

SHANGHAI, NAGASAKI, "ROON" Wednesday, 24th Oct.

KOBE & YOKOHAMA

"WILLEHAD" Wednesday, 24th Oct.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

1st Class 2nd Class 3rd Class

To London via Plymouth or Southampton

return

To Bremen

return

To Paris via Cherbourg

return

To Naples, Genoa via Gibraltair

return

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

[5]

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., LD., is prepared to supply

any quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Belong.

Call Flag—W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor,

Hongkong, 8th August, 1906.

THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Booksellers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half September	JAPAN via SHANGHAI	Second half September
TJIMAHY	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS	JAVA	Second half October	JAPAN via SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENT OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yerk Buildings, 1st Floor.

Hongkong, 13th September, 1906.

[16]

Ask for
BOVRIL
insist on getting
BOVRIL
and drink
BOVRIL
for there is nothing like
BOVRIL

SHIPPING IN PORT.

STEAMERS.	
ANDRE RICHARDS, German str.	1,020, W. Tanbort, 18th Sept.—Bangkok 11th Sept. General.—Butterfield & Swire.
AUSTRALIAN, British str.	1,784, St. John George, 26th Sept.—Kobe 20th September, General.—Gibb, Livingstone & Co.
CARL DICKREICHSEN, German str.	774, Hans Schlaikier, 24th September.—Haiphong and Hanoi 23rd Sept., General and Pigs.—Jensen & Co.
CHANGSHA, British str.	1,433, T. Moore, 4th Sept.—Melbourne via ports 31st July, General.—Butterfield & Swire.
CHONGSHING, British str.	1,258, S. J. Payne, 27th Sept.—Tientsin via Chefoo 19th Sept., General.—Jardine, Matheson & Co.
CHUYEN, Chinese str.	1,177, C. Stewart, 25th Sept.—Shanghai 21st September, General.—Chinese.
CROWPA, German str.	1,055, F. Spiesen, 22nd Sept.—Bangkok 10th Sept., Rice, &c. Butterfield & Swire.
CROWPA, German str.	1,151, W. Molander, 15th Sept.—Bangkok 9th Sept., General.—Butterfield & Swire.
CHUNHANG, British str.	1,117, R. Cox, 24th September.—Samarang 14th Sept., Sugar.—Jardine, Matheson & Co.
DAGMAR, German str.	921, M. Engelhart, 14th Sept.—Bangkok 7th Sept., Rice and General.—Butterfield & Swire.
DERWENT, British str.	1,565, J. Jenkins, 17th Sept.—Saigon 13th Sept., General and Rice.—Chinese.
DEWAVONGSE, German str.	1,202, T. V. Bruhn, 5th Sept.—Bangkok 27th Aug. and Holbow 3rd Sept., Rice and Meal.—Norddeutscher Lloyd.
DREYER, Norwegian str.	1,102, J. Bing, 21st September.—Tegal 13th Sept., Sugar and Molasses.—Asgard, Thorsen & Co.
ELISABETH RICHARDS, German str.	1,500, W. Boefuhr, 20th Sept.—Bangkok 15th Sept., Rice.—Norddeutscher Lloyd.
EMMA LUYEN, German str.	1,150, G. Cornard, 16th July.—Mauritius 22nd May, Sugar.—Chinese.
EMPEROR OF CHINA, British str.	3,046, B. Archibald 23rd Sept.—Vancouver 4th Sept., Mails and General.—C. P. R. Co.
GLENAY, British str.	3,284, B. Woolfenden, 27th Sept.—London 18th Aug., General.—McGregor Bros. & Co.
GREGORY ARPAR, British str.	2,961, S. H. Belson, 27th Sept.—Calcutta 13th Sept., General.—David Sassoon & Co.
HALVARD, Norwegian str.	1,070, Carl Andersen, 10th Sept.—Samarang 1st September, Sugar.—Asgard, Thorsen & Co.
HANGSHAN, British str.	1,358, Spencer White, 27th Sept.—Shanghai and Swatow 24th Sept., General.—Jardine, Matheson & Co.
HELEN, German str.	771, J. Jensen, 26th September.—Holbow 24th Sept., General.—Jensen & Co.
HILARY, German str.	2,276, H. Uecker, 5th Sept.—Sourabaya 23rd August, Sugar.—Sander, Wieler & Co.
HONGKONG, British str.	2,050, J. H. Hainsworth, 25th Sept.—Penang and Singapore 18th Sept., General.—Chinese.
HONGKONG MARU, Japanese str.	3,447, Ejibent, 26th Sept.—San Francisco 24th August and Manila 24th Sept., Mails and General.—Toyo Kisen Kaisha.
HOPKING, British str.	1,359, Jas. M. Hay, 15th September.—Sourabaya 6th Sept., Sugar.—Jardine Matheson & Co.
JACOB DICKREICHSEN, German str.	623, D. Arnold, 18th Sept.—Haiphong 11th Sept., Hanoi 15th and Holbow 17th, General.—Jensen & Co.
JOHANN, German str.	952, Ipland, 15th Sept. Sept.—Sourabaya 1st September, Sugar.—Jensen & Co.
KALCHUR, British str.	2,154, Walker, 2nd Aug.—Newcastle 12th July, Coal.—Arnhold, Karberg & Co.
KANU MARU, Japanese str.	1,041, K. Hoshimoto, 14th Sept.—Sourabaya 13th Sept., General.—Nippon Yusen Kaisha.
KASHING, British str.	1,745, T. W. Pickard, 27th Sept.—Weihaiwei 19th and Chefoo 21st Sept., General.—Butterfield and Swire.
KIANGPING, Chinese str.	1,222, J. Bornebo, 21st Sept.—Hongay 14th September, Coal.—Chinese.
KIYUNANG, British str.	1,236, Miller, 21st Sept.—Shanghai 17th Sept., General.—Butterfield & Swire.
KNUTBERG, German str.	646, C. Jurgensen, 22nd Sept.—Macao 21st Sept., General.—Jensen & Co.
KURICHOW, British str.	1,215, G. Hooker, 18th Sept.—Tientsin 9th Sept., Chefoo 11th and Swatow 17th, General.—Butterfield & Swire.
KUMANO MARU, Jap. str.	5,076, Wm. Scott Hunter, 27th Sept.—Yokohama, Kobe, Moji and Nagasaki 18th Sept., General.—Nippon Yusen Kaisha.
KUTANPA, British str.	3,110, Bradley, 9th September.—Singapore 7th Sept., General.—Jardine, Matheson & Co.
KWANGTAN, Chinese str.	1,536, W. H. Lunt, 18th Sept.—Shanghai 15th Sept., General.—C. M. S. N. Co.
LAERTES, British str.	1,341, J. B. Jackson, 19th September.—Saigon 15th Sept., Rice and General.—Chinese.
LURELIA, German str.	2,335, Ph. Klor, 24th Sept.—Shanghai 21st Sept.—Hamburg—Amerika Linie.
LIGHTNING, British str.	2,122, J. G. Spence, 19th Sept.—Calcutta via Straits 2nd Sept., General.—David Sassoon & Co.
MATHILDE, German str.	831, N. Schenemann, 24th Sept.—Chefoo 18th Sept., Beans and General.—Jensen & Co.
MONTPELIER, British str.	3,553, S. Robinson, 18th Sept.—Vancouver 20th Aug., Flour, Lead and General.—C. P. R. Co.
NEIL MACLEOD, Amr. str.	902, E. Corral, 19th June.—Manila 16th June.—Burretto & Co.
NILE, British str.	4,179, E. P. Martin, 26th September.—London 18th August, General. P. & O. S. N. Co.
NINCHOW, British str.	5,716, Allen, 35th Sept.—Singapore and Singapore 19th Sept., General.—Butterfield & Swire.
NORDEN, Norwegian str.	1,197, W. Wilhelmssen, 14th September.—Probolingso 3rd Sept., Sugar.—Order.
N. S. DE ROSARIO, Amr. str.	715, M. Lopez Blanco, 12th June.—Manila 9th June.—Barretto & Co.
PHRANGAN, German str.	1,021, F. Schmeitz, 20th Sept.—Bangkok 14th Sept., General and Rice.—Norddeutscher Lloyd.
PITANAIKOK, German str.	1,267, D. Baimors, 22nd Sept.—Bangkok 15th Sept., Rice and Wood.—Butterfield & Swire.
POWHTAN, British str.	1,340, W. F. Turner, 10th Sept.—Samarang 31st Aug., Sugar.—Dodwell & Co.
PRINCE ALDENRADE, German str.	1,736, C. Waltemann, 10th Sept.—Kobe 12th Sept., General.—Melchers & Co.
QUINTA, German str.	957, F. Fradu, 9th Sept.—Sourabaya 1st September, Sugar.—Siemens & Co.
RADNO RHIRE, British str.	1,830, Haffner, 17th Sept.—Shanghai 14th Sept., General.—Shewan, Tomes & Co.
SHINBU MARU, Japanese str.	3,419, B. Hamanaka, 17th Sept.—Moji 11th Sept., Coal and General.—Japanese.
SIGNAL, German str.	900, G. Schlaikier, 16th Sept.—Pekhoi via Hoilow 12th September, Cow and General.—Jebson & Co.
SKULD, Norwegian str.	947, Alaf Odd, 6th Sept.—Sourabaya 25th August, Sugar.—Asgard, Thorsen & Co.
SOREG, Amr. str.	428, Vittoria, 7th Sept.—Manila 4th Sept., Ballast.—Order.
STRATHMORE, British str.	2,295, Kinn, 27th August.—Staagen 17th August, Coal.—Dodwell & Co.
SUNING, British str.	1,776, T. A. Mitchell, 26th Sept.—Calcutta and Straits 20th Sept., General.—Jardine, Matheson & Co.
SENGKATANG, British str.	957, J. Robinson, 27th September.—Hoio 22nd September, Sugar.—Butterfield & Swire.
TAKI MARU, Japanese steamer, Matsushin, 27th Sept.—Kobe and Moji 21st Sept., Coal.—Arnhold, Karberg & Co.	
WAKAMATSU MARU, Japanese str.	2,778, N. Goto, 20th Sept.—Moji 15th Sept., Coal.—Mitsui Bussan Kaisha.
WIK, German str.	2,229, H. Carstens, 19th Sept.—Moji 12th Sept., Coal.—Jensen & Co.
ZAFIRO, British str.	1,629, R. Nibger, 25th Sept.—Manila 23rd September.—Shewan, Tomes & Co.
Z. Y. DE ALDENSO, Amr. str.	1,260, Xandaro Eheaux, 15th June.—Manila 12th June.—Barretto & Co.

SAILING VESSELS.

ECLIPSE, British barque, 2,968, J. McBryde, 1st Sept.—New York, 6th May, Case Oil.—Standard Oil Co.
I. F. CHAPMAN, American ship, 2,013, R. Bantfield, 25th August.—Manila 18th Aug., Ballast.—Arnhold, Karberg & Co.
S. P. HYRCHOCK, Amr. ship, 2,036, E. L. Zerk, 1st Sept.—Manila 20th August, Ballast.—Arnhold, Karberg & Co.

POST OFFICE NOTICES.

The *Taiwan*, with the French mail of the 31st Aug. left Saigon on Friday, the 28th inst. at 10 a.m. and may be expected here on or about Monday, the 1st proximo, at daylight. This packet brings replies to letters despatched from Hongkong on the 28th July.

Mails will close subject to modification as follows:—

FOR	PER	DATE
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 9.00 A.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 11.00 A.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 1.15 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 2.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 3.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 4.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 5.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Saturday, 29th, 9.00 A.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Sunday, 30th, 9.00 A.M.

— OCTOBER —

Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Monday, 1st, 3.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Monday, 1st, 3.00 P.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Tuesday, 2nd, 9.00 A.M.
Shanghai, Hong Kong, Yokohama, Kobe, and Yokohama	At 10 a.m.	Tuesday, 2nd, 9.00 A.M.

AMOI, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, AND SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Kobe, Yokohama, Victoria, B.C. and Tacoma Wash. (Late letters 11.00 to 11.30 A.M. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Hong Kong, Yokohama, Kobe, and Yokohama. (Late letters 11.00 to 11.30 A.M. Extra postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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JOINT STOCK SHARES.

Hongkong, September 28th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Banks—		
Hongkong & Shanghai	\$150	\$800, sales & sel.
National B. of China	16	\$47.
Hongkong & Shanghai	125	94.
China Mercantile	\$12	\$40, sellers
China Light & Power	\$10	\$10, sellers
China Insurance	\$10	\$950, sales & sel.
Cotton Mills—		
Hongkong	115	76.
International	115	75.
Laon King Mow	115	85.
Singapore	115	327.
Dairy Farm	\$5	\$17, buyers
Docks and Wharves—		
H. & K. Wharf & Co.	\$50	194, buyers
H. & W. Dock	\$50	157, sellers
New Amoy Dock	\$50	171, buyers
Shanghai Dock and	\$100	105, buyers
Eng. Co. Ltd.	115	100.
S. H. & W. Wharf	115	100.
Fowling & Co. Geo.	\$25	\$22, sales & sel.
Green Island Cement	\$10	\$21, sellers
Hongkong & C. Gas	210	\$175, buyers
Hongkong Electric	110	\$141, sales & buy.
H. H. & C. Gasways	\$100	\$210, buyers
Hongkong Hotel Co.	\$50	\$115, sellers
Hongkong Ice Co.	\$25	\$235, sellers
Hongkong Rope Co.	\$10	\$25, sellers
H. K. S. Waterboat	\$10	\$74.
Insurance—		
Canton	\$50	\$350, sellers
China Fire	\$25	\$48.
China Traders	\$25	\$105, sales & buy.
Hongkong Fire	\$50	\$327, sellers
Hongkong Life	\$25	\$74.
Union	\$100	\$175, sellers
Yangtze	\$30	\$175, sellers
Land and Building—		
Hongkong Land	\$100	\$100, sellers
Hampshire's Estate	\$10	\$114, sales & buy.
Kowloon Land & B.	\$30	\$30.
Shanghai Land & B.	\$10	\$106.
West Point Building	\$50	\$60, sellers
Mining—		
Charbonnages	250	\$400, nominal
Charbonnages	1810	\$181, buyers
Philippine Co.	\$10	\$5.
Refineries—		
China Sugar	\$100	\$157.
Luzon Sugar	\$100	\$22, sellers
Steamship Companies—		
China and Manilla	\$25	\$234, sellers
Douglas Steamship	\$50	\$16, sellers
Indo-China S.N. Co.	\$15	\$261, buyers
Indo-China S.N. Co.	\$15	\$261, buyers
Shanghai S.N. Co.	\$15	\$261, buyers
Star Ferry	\$10	\$20, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	Nominal
South China M. Post.	\$25	\$22, buyers
Steam Laundry Co.	\$5	\$5.
Campbell, M. & Co.	\$10	\$32.
Powell & Co. Wm.	\$10	\$10, sellers
Watson & Co. A.S.	\$10	\$13, sales & sel.
United Asbestos	\$5	\$8, buyers
Do. Founders	\$10	\$150.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From Sept. 24th to 1st Oct., 1906.
To correct Zone Time add 25 min. and 18 sec.

Hour	Water	Height
10	High Water	10.00
11	Low Water	11.00
12	High Water	12.00
13	Low Water	13.00
14	High Water	14.00
15	Low Water	15.00
16	High Water	16.00
17	Low Water	17.00
18	High Water	18.00
19	Low Water	19.00
20	High Water	20.00
21	Low Water	21.00
22	High Water	22.00
23	Low Water	23.00
24	High Water	24.00

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 28th.

Bangkok Observatory, September 28th.			
	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 4 p.m.
Barometer	29.83	29.77	29.62
Temperature ..	81	83	80
Humidity	79	63	57
Direction	ESE	N	N
Force	2	1	4
Wester	0	0	0
West open air Temperature on 27th.....84			
West open air Temperature on 27th.....7			

